

Sustainable Aviation Fuel Bill

RUNNING LIST OF ALL AMENDMENTS IN GRAND COMMITTEE

*Tabled up to and including
25 November 2025*

[Amendments marked ★ are new or have been altered]

Clause 1

LORD GRAYLING

- ★ Clause 1, page 2, line 15, at end insert –
- “(9) A direction given by the Secretary of State under subsection (1) may only require the designated counterparty to enter into a revenue certainty contract with a producer in respect of sustainable aviation fuel that is, or is projected to be, manufactured at a production facility located within the United Kingdom.
- (10) For the purposes of this Act, no sustainable aviation fuel producer shall be eligible for a revenue certainty contract if any certified component fuel or precursor which constitutes more than ten per cent of the final sustainable aviation fuel volume is not also manufactured at a production facility located within the United Kingdom.”

Member's explanatory statement

This amendment seeks to legally ring-fence the financial support provided under the Act, preventing the levy raised from UK aviation fuel suppliers from being used to subsidise sustainable aviation fuel production facilities located outside the UK.

Clause 6

LORD GRAYLING

- ★ Clause 6, page 4, line 19, after “contracts” insert “in respect of sustainable aviation fuel manufactured in the United Kingdom”

Member's explanatory statement

This amendment seeks to ensure that the levy is raised for the purposes of manufacturing sustainable aviation fuel in the United Kingdom. Connected with another amendment in the name of Lord

Grayling, it seeks to prevent the government from diverting the levy funds to other broader aviation or climate-related policies.

LORD GRAYLING

- ★ Clause 6, page 4, line 20, leave out “other” and insert “directly related administration”

Member's explanatory statement

This amendment seeks to ensure that the levy can only be raised in relation to “other costs” if they are directly related to the administration of the levy. Connected with another amendment in the name of Lord Grayling, it seeks to prevent the government from diverting the levy funds to other broader aviation or climate-related policies.

LORD GRAYLING

- ★ Clause 6, page 4, line 21, at end insert —

“(1A) Levy regulations must stipulate that the levy shall be applied to conventional aviation fuel at the point where that fuel is withdrawn from a refinery, terminal, or bulk storage facility for supply to the aviation market within the United Kingdom.”

Member's explanatory statement

This amendment seeks to narrow the regulation-making power conferred on the Secretary of State, ensuring that there is a specific mandatory point of application for the levy. It is intended that this will align with existing fuel duty collection methods, ensuring the levy is applied consistently at the first point of sale or movement in the domestic supply chain.

After Clause 14

EARL RUSSELL

After Clause 14, insert the following new Clause —

“Report on UK sustainable aviation fuel production

- (1) The Secretary of State must, in respect of each reporting period, prepare and publish a report on sustainable aviation fuel (“SAF”) produced in the United Kingdom.
- (2) The report must include —
 - (a) the total volume of SAF produced in the United Kingdom during the reporting period;
 - (b) the types of SAF produced, including the feedstocks and production pathways used;
 - (c) the volume produced for each type identified under paragraph (b);
 - (d) an assessment of the conversion of UK production sites for SAF manufacture;

- (e) an estimate of the greenhouse gas savings resulting from SAF produced during the reporting period;
 - (f) information reported by air travel providers in relation to their use of SAF;
 - (g) any other information the Secretary of State considers relevant to understanding the United Kingdom's SAF production capacity and trends.
- (3) The Secretary of State must lay the report before Parliament within six months of the end of each reporting period.
- (4) In this section "reporting period" means a period of three years beginning with 1 January 2026 and each subsequent three-year period."

Member's explanatory statement

This amendment requires the Secretary of State to publish a report on the production of SAF in the UK and for related purposes.

BARONESS PIDGEON

After Clause 14, insert the following new Clause—

"Reporting of Sustainable Aviation Fuel target

- (1) The Renewable Transport Fuel Obligations (Sustainable Aviation Fuel) Order 2024 is amended as set out in this section.
- (2) In article 3, after paragraph (5) insert—
 - "(5A) The Secretary of State may vary the table in paragraph (7) in order to increase the obligation in any given year."
- (3) In sub-paragraph 33(2)(c), leave out " , and".
- (4) After sub-paragraph 33(2)(d), insert "and"
 - (e) consider whether the SAF obligation set out in the table in sub-paragraph 3(7) of this Order should be increased for any given year, and if so, set out steps the Secretary of State will take to effect such an increase."
- (5) After paragraph 33(2) insert—
 - "(2A) A copy of a report published under this article must—
 - (a) be laid before Parliament, and
 - (b) be sent to the relevant select committee of each House of Parliament.
 - (2B) In sub-paragraph 33(2A)(b), "relevant select committee" is—
 - (a) in the House of Commons, the Transport Committee, provided that—
 - (i) if the name of that Committee is changed, reference is instead taken to mean the new name, and
 - (ii) if the functions of that Committee with respect to Sustainable Aviation Fuel become functions of a different

committee of the House of Commons, reference is instead taken to the committee by whom the functions are then exercisable;

- (b) in the House of Lords, any such committee as the Chairman of Committees may appoint.”.”

Member's explanatory statement

This amendment would amend the Renewable Transport Fuel Obligations (Sustainable Aviation Fuel) Order 2024 to allow the Secretary of State to increase the sustainable aviation fuel (SAF) obligation for any given year. It would also require the Secretary of State to report to Parliament on whether the SAF obligation should be raised and to lay such reports before both Houses, with copies sent to the relevant select committees.

BARONESS PIDGEON

After Clause 14, insert the following new Clause —

“Air travel providers’ use of sustainable aviation fuel: reporting requirements

- (1) Within six months of the day on which this Act is passed the Secretary of State must, by regulations, establish a requirement for air travel providers to report annually on their use of sustainable aviation fuel.
- (2) Regulations made under subsection (1) must specify —
 - (a) that the annual reports must include figures for sustainable aviation fuel usage which can be easily understood, including expressed as —
 - (i) an absolute volume, and
 - (ii) proportion of all aviation fuel used, and
 - (b) that the annual reports are accessible to members of the public including by being made available on their websites.”

Member's explanatory statement

This amendment would require the Secretary of State to make regulations obliging air travel providers to publish annual reports on their use of sustainable aviation fuel. The reports would need to include both the total volume of SAF used and its proportion of overall aviation fuel and must be made publicly accessible.

EARL RUSSELL
BARONESS PIDGEON
LORD RAVENSDALE

After Clause 14, insert the following new Clause —

“UK production of sustainable aviation fuel

- (1) The designated counterparty may only enter into a contract with a producer of sustainable aviation fuel if the producer’s activity —
 - (a) is located within the United Kingdom, and

- (b) is registered with, and meets such conditions as may be specified by, the Secretary of State in regulations made under this Act.
- (2) For the purposes of subsection (1), “manufacture” means the undertaking of the main chemical or biological conversion processes by which sustainable aviation fuel is produced from its feedstocks, and does not include –
 - (a) blending of sustainable aviation fuel with kerosene or other fuels, or
 - (b) storage, trading, or mere transit of sustainable aviation fuel through the United Kingdom.
- (3) Regulations under this section may make further provision for determining whether sustainable aviation fuel is to be treated as UK production, including (but not limited to) provision about –
 - (a) the extent of processing that must take place in the United Kingdom,
 - (b) ownership and control of the production facility, and
 - (c) the evidence required to demonstrate that the conditions in this section are met.
- (4) The revenue certainty mechanism established under this Act –
 - (a) may only provide support in respect of sustainable aviation fuel that is UK production within the meaning of this section, and
 - (b) must include terms ensuring that no payment is made under any revenue certainty contract in respect of any volume of sustainable aviation fuel which –
 - (i) is not UK production, or
 - (ii) is UK production but is sold or otherwise supplied for use outside the United Kingdom.
- (5) Regulations under this Act relating to the revenue certainty mechanism must provide that –
 - (a) only UK production is eligible for support under the mechanism, and
 - (b) any sustainable aviation fuel manufactured pursuant to a revenue certainty contract may not be exported for use outside the United Kingdom, save where the Secretary of State is satisfied that –
 - (i) exceptional and temporary market circumstances would otherwise result in the fuel not being supplied for use in the United Kingdom, and
 - (ii) no payment will be, or has been, made under the revenue certainty mechanism in respect of the exported volume.
- (6) The Secretary of State must publish, and lay before Parliament, an annual report setting out –
 - (a) the total volumes of sustainable aviation fuel supported under the revenue certainty mechanism,
 - (b) the proportion of those volumes that constitute UK production, and
 - (c) the volumes (if any) of sustainable aviation fuel produced under revenue certainty contracts that have been exported and the reasons for any export permitted under subsection (5)(b).”

Member's explanatory statement

This amendment defines “UK production” of sustainable aviation fuel and ensures that only fuel made at qualifying UK facilities is eligible for government support under the Revenue Certainty Mechanism. It prevents public payments for fuel that is exported or not used in the UK, except in limited circumstances, and requires annual reporting to Parliament on the scheme’s operation

Clause 18

LORD GRAYLING

- ★ Clause 18, page 9, line 4, leave out “apart from section 1” and insert “subject to subsections (2) and (3)”

Member's explanatory statement

This amendment, connected with another in the name of Lord Grayling, seeks to prevent the levy from being imposed until a domestic sustainable aviation fuel producer is approaching readiness to receive payments under the Act. It seeks to minimise the period during which money is collected but not dispersed to producers.

LORD GRAYLING

- ★ Clause 18, page 9, line 7, at end insert –
- “(3) Section 6 does not come into force until –
- (a) the Secretary of State deems that the first sustainable aviation fuel producer in the United Kingdom will be expected to operate within six months,
 - (b) the Secretary of State has published the expected date of operation in a notice laid before both Houses of Parliament, and
 - (c) that producer in paragraph (a) has a revenue certainty contract under this Act.”

Member's explanatory statement

This amendment, connected with another in the name of Lord Grayling, seeks to prevent the levy from being imposed until a domestic sustainable aviation fuel producer is approaching readiness to receive payments under the Act. It seeks to minimise the period during which money is collected but not dispersed to producers.

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